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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION V

DATE: February 1, 1996

SUBJ: Standard Scrap Metal/Chicago International Exporting Site
Pollution Report

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POLREP NO: LAST AND FINAL POLREP

II BACKGROUND

Refer to POLREP # 1

III SITE INFORMATION

Refer to POLREP # 1

IV RESPONSE INFORMATION

A. Situation

1. Current Situation

All site activities under this removal action are completed at the end of this POLREP period.

2. Removal Activities (thru January 30, 1996)

- * West Yard rail road track removal was completed and the soil underneath was excavated up to about 3 feet.
- * Excavated rail road track areas were backfilled with tunnel stone and compacted with a compactor.
- * Track Services, subcontractor to RIEDEL, installed new rail tracks in the Main Yard and West Yard.
- * CIE removed soil/debris from around the shredder for laying up concrete slab. This material was added to the stockpile of soil and disposed off at ENVIROSAFE.

- * TAT collected samples from grids G-14, H-15, and from the new pad at E-13 in Main Yard. G-14 and H-15 grids were used to stockpile excavated soil.
- * H-15 sample result showed 56 mg/kg PCBs. This area was further excavated by 1 foot and sampled. The result showed 44 mg/kg PCBs. Due to a high voltage power line underneath this grid area, further excavation was not done. CIE will lay a concrete slab in this area.
- * Analytical result of the soil collected from the new pad showed 102 mg/kg PCBs. CIE is using this pad to store scrap metal obtained from other sources.
- * Results of the 7 hopper box samples showed PCBs ranging from 238 to 860 mg/kg. Two of these samples also exceeded lead TCLP regulatory concentrations. These boxes were disposed off by U.S. EPA.
- * Scrap metal resulting from site activities were loaded into a roll-off box shipped to a recycler on 6/14/95.
- * CIE operated the shredder for sometime on 6/13/95 and released rust colored dust around the shredder.
- * ERCS demobilized excavator, compactor, front-end loader, and bobcat machinery. All trailers and ERCS crew were demobilized on 6/16/95.
- * ERCS re-mobilized to the site to the site from January 26 through January 30, 1996 after the United States District Court, Judge Bucklo, ordered access to allow U.S. EPA to remove and dispose of an additional six rail-cars of copper scrap material which was stored on the high concrete pad.
- * Contaminated soil, fluff, dust, and debris totaling 12,487.66 tons was shipped in 136 rail cars to ENVIROSAFE Services in Grandview, Idaho.

3. **Enforcement**

- * The U.S. EPA OSC met with CIE and International Engineers on June 8, 1995 and discussed comments on the revised work plan and contingency plan submitted to U.S. EPA. U.S. EPA approved International Engineers work plan and contingency plan after they incorporated all the comments of June 8, 1995. CIE has agreed to train all employees on implementing the operational plan. CIE also agreed to pave all remaining areas of Main Yard with black top prior to starting shredding operations. CIE, after conducting preliminary shredder operations, will notify U.S. EPA at the time of sample

collection.

B. Planned Removal Activity

- * No more removal activities are planned.

C. Next Steps

- * Conduct Cost Recovery Action.

D. Key Issues

- * Monitor compliance with the Unilateral Administrative Order to Chicago International Exporting to cease release of PCBs from the shredding and gravity separator operations.

COST INFORMATION (as of 02/01/96)

	COST	CEILING
ERCS	\$ 2,961,256	\$ 3,300,000 (as of 6/13/95)
TAT	\$ 141,670	\$ 150,000
U.S. EPA	\$ 115,881	\$ 125,000

VI DISPOSITION OF WASTES

- * A total of 136 rail cars have been shipped off-site for an estimated total of 12,487.66 tons. Six railcar shipments occurred during this POLREP period.
- * Five tanker loads approximating 20,600 gallons of UST contents and water collected from the UST excavated area have been shipped to Safety Clean (Breslube) as of 1/20/95 for disposal.